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ESTABLISHED 1857.

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12.45 p.m. to 1.15 p.m. Every 10 minutes.  
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Distinguished by Four Stars on the label.  
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This fine Wine is old, soft, and of grand flavor.  
See analysis and certificate by Professor Cassal.  
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A fine, full, and fruity wine.  
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A natural and most pleasant wine to the taste.  
BENEDICTINE LIQUEUR—  
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11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
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BLEND WHISKY,  
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Very soft, palatable, and mature.  
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THEY ARE UNEQUALLED AT THE PRICE  
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IS GOOD ENOUGH FOR MOST PEOPLE. BELOW ARE A FEW THAT STILL  
LEAD ALL OTHERS:  
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AND "CARBOLACENE."

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EVENING DRESS SHIRTS, WHITE TIES,  
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IN consequence of the death of the Pro-  
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GOODWILL of one of the best and oldest  
DAILY NEWSPAPERS in Japan. The  
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Full particulars may be obtained from the  
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LIMITED.  
WITH a view to avoid the frequent  
revision of prices necessitated by the  
continued fall in exchange the Hotel Company's  
charges will, from the 1st January, 1903, be  
quoted in sterling.  
Dollars will be accepted at the demand rate of  
exchange of the day on which payment  
becomes due.  
H. HAYNES,  
Manager,  
Hongkong Hotel,  
Hongkong, 1st December, 1902.  
PURE FRESH WATER  
THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.  
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Manager,  
20, Des Vaux Road,  
Hongkong, 18th June, 1902.

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NOTICE IS HEREBY GIVEN that all  
Accounts in connection with the above  
must be presented to the undersigned on or  
before WEDNESDAY, the 17th INSTANT.  
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Hon. Treasurer.  
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PORTLAND CEMENT.  
In Casks of 375 lbs. net (16 per Cask ex Factory).  
In Bags of 250 lbs. net \$3.75 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
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THE QUEEN'S HOTEL,  
ELGIN ROAD, KOWLOON.  
Three minutes' walk from the Steamer  
Wharves, and seven minutes by Ferry-launch  
from the City of Victoria.  
A First-class Hotel with thirty-five very  
Bedrooms.  
Board and Residence:—  
By the day, From \$5 to \$7.00  
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Everything of the Best.  
Dinner Parties by Special Arrangement.  
Billiards (Thurston's Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
H. RUTONJEE,  
Proprietor.  
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VICTORIA HOTEL,  
SHAMEN, CANTON.  
BRITISH CONCESSION.  
GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
T. F. DA CRUZ, Manager.  
Canton, 1st October, 1901.  
THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.  
J. W. KEW,  
Manager,  
20, Des Vaux Road,  
Hongkong, 18th June, 1902.

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HONGKONG HOTEL  
A First Class Hotel in every respect.  
Elegantly Furnished Reading, Drawing,  
Music, and Smoking Rooms.  
Private Bar and Billiard Rooms for Hotel  
residents.  
Dining Accommodation for 300 persons.  
Private Dining Rooms.  
Special Dining Room for large parties.  
Ladies' Afternoon Tea Rooms with European  
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Hot and Cold Water throughout.  
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Bells on every floor.  
CHARGES MODERATE.  
H. HAYNES,  
Manager.

THE  
PEAK HOTEL.  
Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.  
A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.  
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A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Rooms specially reserved for Captains of the  
Mercantile Marine.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 24th October, 1902.

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A FIRST CLASS HOTEL Situated near  
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Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished.  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Lunch Service for Guests.  
For Terms, apply to the—  
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Hongkong, 31st October, 1902.

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(ESTABLISHED 1873)  
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THIS First-class and well-famed establish-  
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of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms Very Moderate.  
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(HOTEL-SANITARIUM OF SOUTH  
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MACAO  
HAS been re-opened under European  
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All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. "Huangshan"), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply to  
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HOTEL INTERNACIONAL.  
THE CHEAPEST HOTEL in Macao  
Beautifully situated in Praya Grande  
next to Government House.  
Telegraphic Address: "Internacional."  
Apply to—  
THE MANAGER.  
Hongkong, 4th October, 1902.



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WHISKY.  
WATSON'S  
CELEBRATED  
BLEND  
VERY OLD LIQUEUR SCOTCH  
WHISKY.A blend of the finest WHISKIES dis-  
tilled in SCOTLAND of great age, very fine  
and mellow.  
Pronounced by Connoisseurs to be the  
BEST BLEND in the FAR EAST.  
Per Dozen \$16.50The following are also recommended, and  
are unsurpassed in quality:—  
A.—THORNE'S BLEND \$12.00  
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The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, U.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th December, 1902.

The letter which appears in another column to-day from a correspondent who signs himself "AQUARIUS," deserves the earnest attention of all residents in this Colony, official or unofficial. Concerning as it does a question of the most vital import to the welfare of Hongkong, it calls notice in particular to a new development which may arise with regard to that question. It is now three weeks since the influential Chinese of Hongkong met and decided on a resolution in favour of laying water-pipes to houses in lieu of having meters fixed. H.E. the Governor having previously expressed his willingness to meet the wishes of the Chinese in the matter of water-meters. The action of the Chinese was held up in some quarters as an example of public spirit, and the advantages of the rider-main were extolled. Writing on the 22nd ultimo, we called attention to the obvious fact that though the auxiliary pipe system might be of great benefit to the users it would in no way increase the storage-capacity for water in Hongkong. Indeed, in so far as it is a means of checking the introduction of meters and gives the Chinese tenement dwellers water unmetered, it makes greater demands on that storage-capacity.

The scarcity of water in Hongkong, apart from the question of reservoir capacity, is due to two causes, one of which is the smallness of the rainfall, while the other is the waste of water after it has been stored. The small rainfall, of course, cannot be cured, though an increase of the catchment area tends to counteract it to a slight extent. If the storage-capacity is brought up to the proper level, in good years we shall have enough to allow of the waste which goes on regularly; in bad years we shall still have a deficiency. "AQUARIUS" prophesies that if the rider-main system is

carried out Hongkong will be known throughout the East as the town of the six months' water supply—not a cheerful prospect, as our correspondent says. Why should this be so, however? This brings us to the other cause of the scarcity; that is, waste of water by the more ignorant among the residents, which in Hongkong means practically exclusively the poorer Chinese. These people do not know and it is difficult to suggest how they can be taught that waste of water in a city like Victoria is actually a crime against the community. Before 1890 tenements occupied by Chinese were not supposed to be supplied with house-services of water, though some of them were, either because originally occupied by Europeans or because special indulgences had been granted. The Water Ordinance of 1890 altered this, placing all ratepayers on an equal footing. The effect has been a terrible waste of water, the introduction of the intermittent system as a regular institution, and finally anything but an equal distribution of water. It has become plain that, so far from the general distribution of water having resulted fairly all round, it has made those who observe the rules of sanitation and good citizenship suffer for the sins of those who have no notion of such rules or willfully disregard them. To put a penalty on the waste of water, which it is hopeless to try to stop by educating the people, the water meter system was recently brought in. At once the Chinese were up in arms, and having gained the official ear their leaders have advocated an alternative which has some advantages, no doubt, but threatens nevertheless to condemn us to a continual repetition of the history of recent years. What is more, it is much to be feared that, unless the European residents recognise the dangers of the situation at once and make a vigorous protest, the weight of Chinese influence will carry the day and we shall have an expensive and pernicious addition to our water system foisted on Hongkong. We use the word "pernicious" advisedly, for since the advocacy of the rider-main scheme, we have learnt sufficient to show that the most expert opinion is against its introduction into Hongkong. Some of the reasons we have attempted to show above. The question is one of such very great importance that we shall return to its consideration to-morrow; but we trust that we have said enough to prove that the European residents cannot afford to sit still and watch the persuasion of the Government to adopt a system which will not only not improve our present water supply but will actually tend to make it worse than it is.

A ricksha-cooler died in hospital on Wednesday night from injuries sustained by a fall down a flight of forty steps at the house where he lodged. He was reported by his friends to be suffering from fever at the time of the accident.

A battleship and two gunboats of the U.S. fleet—viz., *Kentucky*, *Helena*, and *Vicksburg*—and the U.S. transport *Saturn* from Amoy, and the Russian cruiser *Admiral Nakimoff* from Nagasaki, arrived yesterday. The British gunboat *Brit* mart left yesterday for Bangkok.

Under the heading of "Boss' locusts eat," Mr. B. B. Cunningham Graham writes one of his characteristic letters to the *Saturday Review*, protesting against the election of Mr. Carnegie, the millionaire, to the Rectorship of St. Andrew's University. In conclusion he says: "I wonder, sir, if the Divinity students approve the economic morality of their Rector? Free Trader in Europe for platform purposes, and Protectionist in America on account of his *res anquata domi*, as I suppose, now that he is Rector, he would describe it, Mr. Carnegie is a perpetual commercial Janus, with an open eye upon both hemispheres. But the Rectorial Address itself is a pearl above all pearls of eloquence. We are to stint ourselves in amusements and in tobacco in order to produce more wealth, it appears. What an ideal to hold up before a body of young men! Fancy the future ministers in their pulpits, in humble imitation of their Rector, 'wailing' the judicious text, 'Blessed are the rich, for they have inherited the earth.'"

The *Good Hope*, which was selected to carry Mr. Chamberlain to South Africa, is one of a class of four armoured cruisers, the heaviest in the Navy. Her sisters are named the *Leviathan*, *Druke*, and *King Alfred*; they are of 14,100 tons displacement, 500 ft. long, 71 ft. beam, and 28 ft. draught. The *Good Hope*, which was built by the Fairfield Shipbuilding and Engineering Company, was delivered at Portsmouth early in the year and has undergone with conspicuous success a long and interesting series of trials. On her full-power runs the power and speed anticipated were 30,000 i.h.p. and 23 knots respectively, but even better results were attained. These vessels have a 6 in. armour belt 11 ft. 6 in. broad extending for the greater part of the length, but tapering to 4 in. and 2 in. forward, while at the stern is a transverse bulkhead 5 in. thick, and for the 105 ft. of the vessel at the stern, which is unprotected by side armour, there is an extra thickness of protective decks. The bow and stern chasers are 9.2 in. guns in barbette of 6 in. armour, and there are also 16 in. quick-firers in 6 in. armoured casemates, besides smaller guns. All the vessels of this class have made successful trials, and are now being completed for

The Hattenburg correspondent of the *Siam Observer* reports that the Great Lake is said to be silting up. This is confirmed by the fishermen, who say that the banks last dry season were less high than in former years, and by the fact that the steamers are later every year in coming up to Bak Preen, which goes to show that they must wait longer for the accumulation of the waters and until the whole country is for miles around the Lake flooded. This was not so in former years.

With regard to the mobbing of three Boer generals at Cambridge, "A Cambridge Undergraduate" writes to the *Times* from S. John's College:—Sir, Notices that have appeared in many of the daily papers dealing with the somewhat hot reception accorded the Boer generals in Cambridge on Monday last insinuate, if they do not directly state it, that the rough handling was on the part of the undergraduates. I would be obliged, Sir, if, in justice to the University, you would allow me emphatically to deny this allegation. The "circus" in which the lecture was delivered in "out of bounds" to undergraduates, and the disturbances in the streets were the work of the townspeople (as one account was honest enough to state) and not of members of the University.

## "TWELFTH NIGHT"

Last evening's was the final production of *Twelfth Night* by the Janet Waldorf Company and the comedy was again well received by a good house. To-night *Dumas' great drama Camille* will be staged. This is a play that has always been successful in houses at home and on the Continent, and it is strong in dramatic situations. The leading part, *Camille*, will be taken by Miss Janet Waldorf, and *Armand* is to be assumed by Mr. Norval Macgregor. Much interest has been centred on this production, which is one that Miss Waldorf's Company should be seen to advantage in.

## THE "KOREA'S" TIMES.

The *Korea*, which arrived here yesterday, beat the record in her time from San Francisco to Honolulu, 5 days, 6 hours, 51 mins., and her time from Honolulu to Yokohama was also excellent, 8 days, 20 hours, 47 mins. From Shanghai to Hongkong it was a record—45 hours, 47 mins. She left San Francisco on Nov. 7 with nearly 200 passengers, treasure worth \$1,000,000 gold, and a cargo of flour, cotton and other miscellaneous freight. Viscount Inouye, who has been Japanese Consul in Berlin, was one of the passengers, as also was Mr. Tom McKay, general passenger agent for the San Francisco overland route, whose face is a well-known one in Hongkong.

## THE HONGKONG ODD VOLUMES SOCIETY.

At the general meeting of the Hongkong Odd Volumes Society which was held recently, His Excellency the Governor was re-elected President of the Society. We understand that this Society proposes to give a series of lectures during the coming winter. The opening meeting will be held at the City Hall, on Monday, the 15th inst., when Dr. J. C. Thomson will lecture on "Malaria and its Relation to the Mosquito," with naked eye and microscopic demonstrations of mosquitoes and the parasite of malaria. His Excellency the Governor has kindly consented to take the chair on that occasion. This subject is one which should appeal to every resident in the tropics, and no doubt the Hongkong public will be glad of the opportunity of receiving information with reference to the latest researches on the question of malaria in connection with mosquitoes. Mr. H. E. Pollock, K.C., has resumed the post of Hon. Secretary.

## THE CORONATION MEDAL.

The Coronation medals ordered from England for presentation to the naval and military Garrison of Hongkong (who were here at the time of the Coronation) and the Police Force arrived by the *Bombay* on Wednesday and will in due course be distributed among those who are to be the recipients. It will be remembered that the question arose whether a souvenir of the Coronation or an entertainment of some kind should be given to the Garrison to commemorate the event, and the former alternative was decided upon as being the general wish of the men of the Garrison. To Messrs. Edmonds & Co., 67, Baker Street, London, was entrusted the task of making the medal, which was to be of bronze and distinctly characteristic of Hongkong. Now that the medal has come to hand, it is not too much to say that it is quite up to the best expectations of the Coronation Committee, does credit to Messrs. Edmonds, and will be prized by the recipients and generally admired. The design is excellently executed. On the obverse are the bust figures of their Majesties the King and Queen in their Coronation robes. The figures are in relief and especially in the case of His Majesty the likeness is very striking. On this side is inscribed "Edward VII, R.I. Alexander R." On the reverse is engraved the Hongkong emblem—a picture of the Peak and the Harbour with a tea-clipper and a junk in the middle distance and an English and a Chinese merchant bargaining over bales of tea on the shore. The inscription here is—"Hongkong, 1902." Sir Henry A. Blake, G.C.M.G., Governor. To commemorate the Coronation of their Majesties the King and Queen. Each medallion, which is about the size of a var-medal, one and a half inches in diameter, is enclosed in a suitable case bearing in gilt letters the inscription "Hongkong, 1902." It should be mentioned that the design from which the medal was struck was prepared here by Mr. E. A. Hewett, the Hon. Secretary of the Coronation Committee, and is after the design of the medal presented to the Jubilee Committee during Sir William Robinson's

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

THE SHANGHAI  
EVACUATION QUESTION.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 3rd December, 6 p.m.

## DETAILS OF THE INTRIGUE.

The official correspondence with regard to the evacuation of Shanghai was published to-day. It appears that Germany, in response to Lord Lansdowne's enquiries, consented to the general terms for the evacuation of the port, but in October she stipulated that the Peking Government and the Yangtze Viceroy should engage not to grant any Power special political, military, maritime, or economic advantages, nor to allow the occupation of any other points commanding the river either above or below Shanghai.

PRINCE CHING AND GREAT  
BRITAIN.

Prince Ching denied to Sir Ernest Satow, H.B.M. Minister at Peking, that Germany had submitted any conditions to China, but Sir Ernest Satow ascertained that Prince Ching had already accepted Germany's proposals. Lord Lansdowne then instructed the British Minister to inform Prince Ching that his double-dealing was deeply resented and that Great Britain would not be bound by any pledges limiting China's and our freedom of action regarding the maintenance of order and the protection of our interests in the Yangtze region.

Japan cordially supported Great Britain.

WHOLE OF CHINA GUARANTEED.  
Germany intimates that she has received assurances from China, and regarded her conditions as fulfilled. Lord Lansdowne replied that he understood that these assurances referred to the whole of China, excluding the sovereign territorial rights already alienated.

EVACUATION DEPENDS ON  
TRANSPORTS.

The subsequent correspondence indicates that the evacuation of Shanghai is now only a matter of transports.

## GENERAL NEWS.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 4th December, 9.5 p.m.

DEATH OF U.S. MINISTER AT  
TOKYO.

Mr. A. E. Buck, the United States Minister to Japan, died suddenly of heart-disease at Tokyo to-day.

## REUTER'S SERVICE.

LONDON, 2nd December.

## TEA-GROWING IN RUSSIA.

Owing to the remarkable success of tea-growing in the Caucasus, the Russian Ministry of Agriculture has decided to establish the industry on a sound basis, and to this end will import experts from China, India, and Ceylon. The prices realised for this season's yield of fourteen tons varied from twenty-six to fifty-two pence per pound.

LONDON, 2nd December.

## THE STRIKE AT MARSEILLES.

Owing to the accumulation of destitute persons at Marseilles awaiting passage to Algeria, Tunis, and Indo-China, the French Government has ordered naval seamen to man the mail steamers.

GREATER BRITAIN AND HER  
COLONIES.

Rt. Hon. Gerald Balfour, replying to Mr. Gibson Bowles, said that the Brussels Convention reserves undoubted liberty to Great Britain in regard to her fiscal relations with her colonies, and that Great Britain had declined at the conference to apply the penal clause to colonial products.

LONDON, 2nd December.

THE BORNEO DINNER—LOAN  
APPLIED FOR.

The Borneo dinner has been held in London, two hundred guests assembling under the presidency of Mr. Richard B. Martin, M.P., Chairman of the British North Borneo Company. Mr. W. C. Cowie, of the London Court of Directors, announced a hope that the British Government would assist the company to raise a loan of half a million sterling, wherewith to redeem its debentures and prosecute promising developments. Sir George Goldie advocated the wholesale introduction of Chinese labour. Renter informed that the Borneo Company has applied to the British Government for a loan of the guarantee of a loan of half a million sterling bearing interest at the rate of three per cent. per annum.

## CANTON.

[FROM A CORRESPONDENT.]

Canton, 2nd December.

## THE STATE OF THE CITY.

The city is at present in a somewhat unsettled state, and while thieves are fairly numerous, the fear of them is still greater among the authorities. The gates are closed regularly by 6 o'clock, including the big South Gate, and much inconvenience has been caused, notably to bridal parties. Rice, though cheaper than it was a month ago, is still expensive as compared with previous years, and it is natural that the coolie should suffer, as in Canton the natural conservative tendencies keep wages from rising, but cannot prevent prices from doing so.

There have been numerous robberies in all parts of the city; and one of the last cases was that of a man named Chan, who is, I believe, a Hongkong merchant, and who had over \$1,000 stolen from his house in the western suburb on Thursday last. A state of unrest and an abundance of robberies of course bring numerous executions, strangulations, and confinements in cage, and it is a very unfortunate chance that the place considered most suitable for the two latter punishments is the wharf near the Custom House.

## NEW MILITARY SCHOOL AT WHAMPOA.

On Monday the Governor went down to Whampoa to open the new Military School, for which attempts are being made to provide an up-to-date equipment, and lot by a large supply of arms and fittings has arrived from Japan. On Friday another fresh departure took place in the reception by the Tartar General of those graduates who desire to become teachers in local Government schools. In future they are not to be appointed haphazard, but are to go to Peking and undergo a course of instruction for four years, and then return to Canton to undertake their duties. On this occasion only five presented themselves; they duly gave particulars of their family and qualifications, and proceeded to Peking for their course of study. Each one is to receive \$200 for his passage, and \$30 a month during his stay at Peking.

## SHAMERN AMUSEMENTS.

On Shamern the winter gaieties are once more in full swing. To-morrow there is a bazaar which has been organised in aid of the Wesleyan School; energetic preparations have been made for it, and it should be a great success.

## POLICE COURT.

Thursday, 4th December.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

ATTEMPTED BURGLARY AT AN HOTEL.  
Cheng Fat, a coolie recently dismissed from his employment at the Kowloon Hotel, was charged with attempted burglary, and pleaded not guilty.

It appeared from the evidence, that the Indian watchman at the hotel saw the defendant on the premises, and gave chase when the suspect ran away on being approached. The accused took shelter in the lines of the Bombay Light Infantry, where he was arrested by a sentry and in the morning taken to Tsimshatsi Police Station on a charge of trespassing. Soon afterwards Mr. Daly, manager of the hotel, arrived at the station and reported that a pane of glass in one of the outhouses had been broken by a coolie whose intention was unmistakably to commit burglary. Enquiries showed that the prisoner was the coolie in question, and the more serious charge was accordingly preferred against him.

His Worship convicted the defendant and sentenced him to four months' hard labour.

## EVADING THE LAW.

For throwing into the harbour a quantity of coal which she was suspected of having unlawfully obtained, and which she had evidently determined the water policeman following her should not seize, a sampan woman was fined \$50 or two months' imprisonment with hard labour.

## AIDING AND ABETTING STOWAWAYS.

Cheng San denied that he had aided and abetted a countryman in obtaining a surreptitious passage in the *Chingta* from Fort Darwin to Hongkong on or about the 21st ult., but was convicted on the evidence of the stowaway, who turned King's evidence, and sentenced to pay a fine of \$250 or go to prison, in default, for three months, with hard labour.

Lau Kwan, the stowaway, was fined the modified sum of \$100, or two months' hard labour.

## PACIFIC FIGHT—POLICE STONED.

Entertaining a grudge against some of the employees of the Steam Laundry Company at Causeway Bay, a number of mafios from Kennedy's stables on Wednesday night armed themselves with sticks, iron bars, and stones, lay in ambush for the objects of their enmity. The police, however, got to hear of the affair before the parties met, and routed the mafios, who fled to the stables and from there directed a shower of stones against their pursuers. The police were kept back until assistance arrived for them, when the stables were entered and nine mafios arrested. As the police were marching their prisoners off, more stones were thrown at them, but without doing harm.

The case was remanded till the 11th inst., when the hearing will be further adjourned until the 18th. Mr. G. K. H. Brutton and Mr. J. Hays appeared for the defence.

## LATEST STEAMER MOVEMENTS

The Boston Tow Boat Co.'s steamer *Hyades* arrived at Muroan on the 28th ult.

The O. & O. steamer *Doric*, with mails, &c., arrived at San Francisco on the 2nd inst.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE RIDER-MAIN DANGER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd December.  
SIR,—No subject of vital interest to the Colony has received more attention during the last year or two than the water supply. Columns have been written on it, gentlemen have loudly declaimed what they would do if their fellow-townsmen would only vote them into the Legislative Council, Honourable members have repeatedly asked vexatious and trifling questions, but with it all we have got no "fourpence" than if the Government had been left alone. Now, however, there appears to be a battle impending which will tax the energy and ability of every honest man amongst them. In all that has been said or written, so far as I am aware, has been made to point out the dangers of the rider-main scheme which seems likely to be forced upon us. Rider-main is a good word and seems to have been "lugged into disrepute" the real issue, which is, from unheeded water to the Chinese. The system, briefly, consists of two auxiliary mains, one on each side of the principal mains throughout the town. Its merits are that the present mains can remain full at all times, to be available in case of fire, and that it renders resort to the intermittent system more easy. It is advocated in the interests of the owners of Chinese tenements, whose tenants demand water without metering. That is the crux of the whole affair; it goes without saying that the system adds not a drop to the reservoir.

Some years ago, on the completion of the Tiam reservoir, the Chinese property-owners raised the cry for unrestricted water, and the Government, most deplorably weak-kneed in this respect, gave in to them. The Chinese had never known what it was to have water in street hydrants in their own cities; in their wildest dreams they had never imagined such a thing as fragrant and filtered waters murmuring through their houses; but when the possibility was pointed out to them they were willing to pay a little more rent, and in an evil hour the Government gave in. In a few years the demand began to overtake the supply and the result was brought home pretty forcibly to us last season, and now this.

As I have said, the rider-main system will simplify the application of the intermittent supply, and we will find that intermittence has come to stay; it will be always with us. It certainly sounds very reassuring to be told that in a year or two we will have a reservoir at Tiam Tak capable of holding twelve hundred million gallons, but how about the years of scant or even normal rainfall when Tiam itself scarcely fills? Increase your reservoir capacity if you will by twelve hundred million gallons, but you cannot increase your catchment area in anything like proportion; and if this rider-main system is carried out Hongkong will soon be known throughout the East as the town of the six months' water supply. That does not appear to be a cheerful prospect for investors.

In addition to this evil there will be the tearing up of the entire town, and when once this is begun when will it be finished? We see how long it takes the F.W.D. to put through small jobs; how many years will it take to complete this gigantic scheme, and how about the pestilence which seems likely to follow this sweeping disruption of the streets, to say nothing of the block and congestion of traffic?

The simple and effective way to guarantee full mains, and the only way, is to prevent Chinese waste. Give them the choice between meter and hydrant; as originally contemplated; in other words treat them exactly as Europeans are treated, and the mains will be always full and there will be no short supply for half the year. If the Government permits this scheme to go through it seems a pity that the Governor (provided he is the responsible party) should not stop here and enjoy the effect of it; but if he doesn't stop he will have the satisfaction of being long remembered in Hongkong, for the people will know his memory, as the Kaiser would put it, for a thousand years. As to the bland and Honourable non-officials who favour it, it will take something more to embarrass them.—Yours, etc.

AQUARIUS.

THE HONGKONG AND WHAMPOA  
DOCK CO.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 4th November.  
SIR,—In a few days we shall be called upon to decide whether the new dock scheme is to be carried through or not. Before the decision becomes irrevocable I would like to say a few words to my brother shareholders.

One of your contemporaries published the other evening a long letter from a "Local Engineer" giving a very full and, I must say, more rosy view of the scheme than I had been accustomed to regard it, and pointing out how the present No. 1 Dock was opposed by shortsighted shareholders fourteen years ago. I had intended arguing some of his points, but last evening's paper contains a letter from "Investor" which covers exactly the same ground and with whose opinions I cordially agree except on one or two particulars. Up to three years ago I myself was strongly in favour of the construction of a new dock. The present No. 1 Dock is admittedly the most useful of the series, and if only to relieve it of the congestion of work another similar dock was required, and while about it, it should be made large enough to take in any vessel afloat, the trade of China, as yet very small compared with a similar length of seaboard in Europe or America with an equally dense population behind it, and Hongkong is very far from having reached its zenith. It is therefore essential that the docking accommodation should not only keep pace but



be in advance of the growing needs of the port. I disagree with "Investor's" opinion as to the steam hammer: an establishment of the importance of the H. & W. Dock Co. should be capable of making a new shaft for any vessel which may require it; failures of shafts are the most frequent of all accidents to machinery afloat, and although most vessels carry spare ones there is still scope enough with those who don't, and other heavy forgings in general.

That this time is unpropitious I join issue; it was not the fault of the directors that Government blocked the scheme some years ago; perhaps the Dock Co. expected too much, but the powers that were decidedly did not err on the side of liberality: the delay in itself was exasperating. In this respect our local Government is simply incomprehensible: requests for land to be put up to auction are shelved for years until all arrangements for its acquisition by its would-be lessees fall through, and have to be recommenced when the tardy reply is given, and then the conditions attached are found to be so onerous, the upset price and Crown rent so high, and generally the squeeze exacted so much in excess of reason, that purchasers are deterred from carrying out schemes which would result in the Colony's benefit. Our local Government seems to be under the impression that industrial concerns should be discouraged, forgetting their value in adding to the prosperity of the Colony, and also the fact that trade is as much dependant upon the workshops as upon the barge. We have to make our new ventures pay in spite of official obstruction moreover they must pay in our own lifetime. We are accused of being speculators, and taunted with the sobriquet of Shylock, but it must be remembered that most of us are but seafarers here, having no periodical loan on half-pay at a dollar, no pension to look forward to, and the dollar diminishing to microscopic proportions.

It is hinted that certain concessions have been made by the Government. If these "concessions" enable us to proceed with the scheme it will be to the ultimate benefit of the Colony and the Empire. The expenditure must be spread over a sufficient number of years so as to ensure that dividends will not be reduced, and we must wait and see what terms we will get before coming to a final conclusion.

The number of very large vessels frequenting the port will increase but slowly, for the following reasons:

1. The trans-Pacific trade will not justify their construction. There is but one large town on the Northern Pacific seaboard and a comparatively sparse population in the hinterland; consequently little business passenger traffic. Chinese are practically barred, so little steamer traffic. Tourist traffic a negligible quantity.

2. No heavy freight cargo, and no outfit trade, requiring enormous vessels of the *Bonic* type.

3. China harbours are mostly shallow, and the Suez Canal Co. only guarantees 47 feet depth of water.

4. If the Americans put on a few more ships of the *Arcos* class, they will take care that the docking is done at San Francisco where they have a dock under construction 750 feet long by 105 feet wide. Such vessels as the above cannot profitably be run without Government subsidy, so will not multiply rapidly. And finally B. and S.'s new dock will take all such for the first ten years after completion.

—Yours, etc.

"DOCKEE."

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 4th December.

Sir,—The letter which appeared in your issue of to-day, over the signature of Messrs. Deacon and Hastings has created consternation among at least the majority of the shareholders of the Dock Co. It is well that the public should be reminded of the exact facts. At the meeting of the 18th ult. the Chairman, Mr. D. E. Brown, reading from a paper in his hand, declared to the meeting that there was one point he wished to refer to, and proceeded to say that that point was the reason for holding that meeting at such a long interval after the original one. The interval of three months was settled solely by the advice and suggestion of the Company's solicitors, and was not at all, as seems to be the impression among shareholders, an idea originated by any of the directors themselves.

The solicitors of the Company are Messrs. Deacon and Hastings, and they now write to say that "they neither originated the idea thereof nor suggested its adoption." They merely advised upon the legality of the adjournment. It is plain that their advice was asked, and they gave it. Many a shareholder who heard the Chairman's remarks at that meeting expected that such was the case; but gave Mr. D. E. Brown credit for accuracy and accepted his explanation. Now what can he say to say? Is it possible there could have been any misunderstanding on such a point? Is it the business of solicitors to suggest or originate such an idea? There has been a lot of correspondence in our local journals about some classes of directors and their ways, and this latest episode is a valuable illustration. The shareholders' deliberate and expressed wish, carried in due form, was put in abeyance for three months for no other reason, than that the Company's solicitors suggested that course to the Board, and now it turns out such a suggestion was never made!

Another thought has now arisen in the minds of shareholders. At the meeting on the 18th August this same Chairman concluded his speech with the following remarks, which, though suppressed in the Company's official report, duly appeared in that of one of our local journals. He said—"I hope, gentlemen, that under the circumstances and with the sound business reasons before you, and in which I can tell you our bankers concur, as they also do in the dividend that has just been brought to light, Mr. D. E. Brown would surely excuse the shareholders if they ask now: Is this insinuation a fact, or is it another misunderstanding between him and the Co.'s bankers?"—Yours, etc.

REFORM.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber, Present—

HIS EXCELLENCY THE GOVERNOR, Sir HENRY A. BLAKE, G.C.M.G.  
HIS EXCELLENCY Sir W. GASCOIGNE, K.C.M.G. (Commanding the Troops).  
Hon. F. H. MAY, C.M.G. (Colonial Secretary).  
Hon. Sir HENRY SPENCER BARKLEY, Kt. (Attorney-General).  
Hon. A. M. THOMSON (Colonial Treasurer).  
Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).  
Hon. W. CHATHAM (Director of Public Works).  
Hon. Dr. F. W. CLARK (Medical Officer of Health).  
Hon. Dr. Ho KAI, C.M.G.  
Hon. W. L. YUK.  
Hon. C. S. SHARP.  
Hon. C. W. DICKSON.  
Hon. G. W. F. PLATFAIR.  
Hon. R. SHEWAN.  
Mr. C. CLEMENTI (Acting Clerk of Council).  
H. E. Major-General GASCOIGNE took the chair in the temporary absence of H. E. the Governor, who arrived at a later stage in the proceedings.

**THE WATER SUPPLY.**  
Hon. G. W. F. PLATFAIR put the two questions standing in his name on the Order of Business.  
1. Would the Director of Public Works give an explanation of the inequalities of the intermittent system with special reference to Queen's Garden and the higher levels of the Peak—why very many houses, which ought to get the full supply for the advertised period, get little or no water, and even that little at a most inefficient pressure?  
2. To ask the Director of Public Works why the water accounts for 20th September are not yet out?

The DIRECTOR OF PUBLIC WORKS—Sir, in reply to the first question, I beg to lay upon the table reports of inspections made of the districts referred to, which state the causes of the insufficient supply to certain houses and the steps taken with a view to improving it. With regard to the second question, some delay was caused by the introduction of the new Ordinance, which necessitated working out the free allowance to be given in respect of the rental value of all premises supplied by meter. The inspections for the purpose of ascertaining the amount of water under the new Ordinance, and reporting on the supply, have also absorbed much of the time of the senior officers. The first batch of accounts was sent out on the 2nd December, and the remainder will follow in a few days.

DE. THOMSON AND THE CHINESE COLLEGE OF MEDICINE.

The COLONIAL SECRETARY—Sir, some time ago a question was asked in the Finance Committee regarding the duties performed by Dr. Thomson on behalf of the Chinese College of Medicine. I have now, by His Excellency's commands, to lay on the table a letter from the Dean of the College relative to the matter, and to say that the duties performed by Dr. Thomson for the College have in no way interfered with his public duties, and that, in the interests of the College, it is extremely desirable that Dr. Thomson's connection with the institution should not be severed.

PEAK ROAD WATER SUPPLY.

The COLONIAL TREASURER—Sir, regarding the report on the water supply in the Peak Road district laid on the table by the Director of Public Works, the statement as regards the supply to Blue Bungalow is not quite correct.

Hon. G. W. F. PLATFAIR,—Hear, hear.

The DIRECTOR OF PUBLIC WORKS—The report, sir, is from an actual inspection, and was given to me by a responsible officer.

The COLONIAL TREASURER—There is no deficiency.

The DIRECTOR OF PUBLIC WORKS—The date is at the end of the report—3rd December, 1902.

FERRY CO. BYE-LAWS.

Hon. C. S. SHARP moved the first reading of a Bill entitled an Ordinance to authorise the making of Bye-laws by the "Star" Ferry Company, Limited.

Hon. C. W. DICKSON seconded, and the motion was carried.

WIDOWS AND ORPHANS PENSION FUND.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to amend the Widows and Orphans Pension Fund Amendment Ordinance, 1902 (No. 12 of 1902). He said—This Bill is intended to effect the necessary amendments in the Ordinance referred to. These amendments are made necessary by the decision to adopt a monthly instead of a yearly rate of exchange in the payment of salaries fixed in sterling.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council then went into committee on the Bill, which was afterwards read a third time and passed.

RATING ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to amend the Rating Ordinance, 1901. He said—In the objects and reasons attached, hon. members will see that the object of this Ordinance is to prevent any question arising as to the scale of rates to be levied in the area between the 600-foot and 700-foot contours in the hill districts.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council afterwards went into committee on the Bill, which was read a third time and passed.

CHINESE HOSPITAL ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to amend the Chinese Hospital Incorporation Ordinance, No. 3 of 1879. He said—This Bill was introduced because, in view of the approaching opening of two new hospitals, it is considered necessary to take power to increase the maximum number of members of the permanent board of directors and so strengthen the permanent working committee.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council afterwards went into committee on the Bill, which was read a third time and passed.

REPEALING ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to repeal Ordinance No. 5 of 1902. He said—This Ordinance is introduced, as is stated in the objects and reasons, to repeal No. 5 of 1902. It is expedient, if not necessary, to pass this Ordinance, because though, as appears by the Ordinance 36 of 1902 intended to repeal Ordinance 5 of 1902, and does so by implication, yet there are no specific words of repeal, those words having been omitted by a clerical error not noticed at the time.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council afterwards went into committee on the Bill, which was read a third time and passed.

## EMPLOYERS AND SERVANTS.

The Council went into Committee on the Bill entitled an Ordinance to Amend the Law relating to Employers and Servants. A few minor amendments were made, and the motion for the third reading was not made.

NATURALISATION OF ALIENS.

The Council went into Committee on the Bill entitled an Ordinance relating to the Naturalisation of Aliens, and there being no amendments, the Bill was read a third time and passed.

PUBLIC HEALTH AND BUILDINGS BILL.

The Council went into Committee on the Bill entitled an Ordinance to Consolidate and Amend the Laws Relating to Public Health and to Buildings.

The Committee considered in detail Section 6, comprising the definition clauses; after adjustment of the sub-sections, it was approved.

Section 7, relating to the list of authorised architects, was as follows:—The Governor in Council shall prepare and publish by notification in the *Gazette* a list of the names of all such architects, engineers and other persons, as he may deem qualified to perform the duties required by this Ordinance to be performed by an authorised architect, and such list shall include the names of the Director of Public Works and of such other officers of the Public Works Department as the Governor in Council may think fit. The Governor in Council may also, from time to time, add to such list the names of any other persons whom he may deem qualified as aforesaid, and remove from such list any of such names; provided that due notice shall be given to any person whose name it is proposed to remove from such list, and he shall be entitled to be heard by the said Council, either in person or by counsel, before such removal is made. All such alterations shall be notified in the *Gazette*. Such list as altered from time to time shall be deemed to be the list of authorised architects.

Hon. Mr. SHARP asked how this would affect architects at present practising?

H. E. the GOVERNOR said that it was contemplated that anyone wishing to become an architect must come before the Committee.

Hon. Mr. SHARP remarked that surely they could not deprive a man who was entitled to practise of the right to do so.

Hon. Dr. CLARK said the section did not prevent him practising but simply granting certificates under the Ordinance.

The ATTORNEY-GENERAL added that only such as were authorised would be entitled to give these certificates.

The HARBOUR MASTER asked if a member of the Institute of Architects would not have the right to practise here notwithstanding that he had not been passed by the Board.

The ATTORNEY-GENERAL replied that he would be entitled to practise, but would have to get someone else to grant the certificates.

The HARBOUR MASTER put the proposition that the Board of Examiners were to refuse him. H. E. the GOVERNOR said that it was not likely they would refuse a qualified man.

The section was approved.

The Council adjourned till Tuesday next at noon.

## THE NERNST ELECTRIC LAMP.

It is generally assumed that electric light has attained such a state of perfection that an improvement upon it would be very difficult, and although it has made great strides as a popular illuminant, its comparative dearthness has been a bar to its being used more extensively. It has long since been evident that if electric lighting is to successfully compete with other forms of illumination some means would have to be found of making it cheaper by using electric power to better advantage. Whereas the dynamo machine will produce electric power with an efficiency of over 90 per cent, the best electric lamps hitherto employed only have an efficiency of 5 per cent, that is to say, only 5 per cent of the power they consume is converted into light, the remaining 95 per cent being wasted as heat. It was obvious, therefore, that any material advance could only be made by improving the electric lamp itself, but until Professor Nernst's discovery inventors have been unable to do more than effect detailed modifications of an unimportant character. The invention embodied in the Nernst lamp is fundamental, and provides the solution of the difficult problem of finding a substance which can be worked at a higher temperature than the ordinary carbon filament, thus yielding a larger proportion of light rays with a smaller loss in heat rays.

The Nernst lamp consists essentially of a glowler (or filament), a heater, a cut-out and a resistance in series with the glowler, these being enclosed in a suitable glass globe. When the pressure is first switched on, current only passes through the contact, the heater and back again; no current passes through the glowler as it is a non-conductor when cold. After a few seconds the glowler is raised by the surrounding heater to a temperature at which it becomes a conductor; current then passes through the cut-out coil, the series resistance, the glowler and thence back again, raising the glowler to a bright incandescence. Owing to the current passing through the cut-out coil, draws in the armature of the electro-magnet and breaks the heater circuit at the contact.

The Glowler.—This is the name given to that part of the lamp which corresponds to the carbon filament. It is a short white rod made of a mixture of certain oxides, which is raised to a very high degree of incandescence by the passage of the electric current. The materials of which it is composed have a specific resistance, the glowers being therefore much shorter and thicker than the carbon filaments of conventional lamps.

The Glowler is constructed for circuits supplied at a voltage up to 250. The glowler is a non-conductor when cold, and has to be heated before it will permit of the passage of the current.

The Heater.—This is a device employed for the preliminary heating of the glowler. The heat is wound into a spiral form in the axis of which the glowler is fixed. When current passes through the heater, it is raised to a red heat, sufficient to bring the glowler to a conducting temperature. Owing to the reflective properties of light is intercepted from the glowler.

The replacement piece consists of the heater and the glowler mounted together on a porcelain base. When the glowler or heater fails a complete replacement piece is inserted. The contacts in both instances are so arranged that the replacement piece can only be inserted in the correct way.

The Series Resistance.—Owing to the rapid decrease in the resistance of the glowler the it takes place with an increase of temperature, it is necessary to place in circuit a compensating resistance which, has opposite properties. This resistance is connected permanently in series with the glowler and protects it from the evil effects produced by voltage variations; it also acts as a safety cut-out in the event of any excessive rise in voltage, when it will fuse and so break the glowler circuit.

oil-lamp. This is however only an exceptional case, as with all ordinary pressure variations the compensating resistance is practically indestructible. It consists of a spiral of the high resistance wire enclosed in a glass tube which is filled with an inert gas to prevent oxidation of the wire. This wire has a very high temperature coefficient, and therefore for a very small increase of current there is a large increase in the volts absorbed. Any ordinary rise of pressure on the mains is consequently absorbed by the resistance and does not appreciably affect the glowler. The glowler is thus protected from the variations of current normally met with in practice, but, on the other hand, it is fatal to attempt to run the lamps constantly at a voltage higher than that for which they are intended. By so doing not only is the life both of the glowler and the resistance materially reduced, but the protective power of the resistance is entirely destroyed and there is no gain in efficiency.

The Cut-Out.—This is a small electro-magnet through the exciting coil of which the glowler current flows. When the lamp is not burning the light armature rests against a contact and thus closes the heater circuit, but as soon as the glowler conducts and the magnet is energised the armature is drawn away from the contact. Thus the flow of current to the heater is interrupted as long as the lamp is lit and waste of energy is avoided. The amount of power that is consumed in this cut-out is extremely small.

The average life of Nernst lamps is under ordinary circumstances about 400 hours. During this time the initial candle power is well maintained, and the average consumption of power is well under 2 watts per candle. The Nernst lamp requires no vacuum and its working parts can therefore be made easily accessible. It is consequently possible to renew only the parts that fail, and there is no necessity, as with the glow lamp, to throw away the whole lamp. As soon as the life of the lamp is exhausted, all that is necessary is to insert a new replacement piece; this operation is so simple, that it can be done by any person of average intelligence. The life of an ordinary glow lamp is about 800 hours, the consumption being 4 watts per candle; the saving of using Nernst lamps is therefore obvious and it may be said that the Nernst lamp effects a saving equal to its first cost in a very short time and that after this the electric bill will be halved. For equal light and burning hours the cost of lighting by means of glow lamps is practically double that of lighting by gas, so that it will be seen that by using Nernst lamps, electricity can now compete with gas as an illuminant.

The Nernst lamp gives a very good light in all directions and it throws no unpleasant shadows like an arc lamp. The colour of the light more nearly approaches daylight than does that of any other artificial illuminant. This is an inestimable advantage for lighting drapery stores, art galleries and any other places in which colours have to be judged. The light is perfectly steady and entirely free from the flicker frequently seen in arc lamps. For general softness and beauty of illumination the Nernst is unequalled. The Nernst light is steadily coming into favour as an illuminant and it is not too much to predict that it is the light of the future.

A NEW "EATANSWILL GAZETTE."

An amusing case was heard in the King's Bench Division on the 31st October last, when an action was brought by Mr. C. T. Wilkinson, a solicitor and a member of the Walthamstow Urban District Council, to recover damages from Mr. James Joseph McSheehy, also formerly a member of the council and editor, and part proprietor of the *Walthamstow Reporter*, for a series of libels published in his journal. The defendant pleaded justification and privilege. Mr. Dickens, K.C., son of the novelist and Mr. Hugh Fraser appeared for the plaintiff, and the defendant, Mr. McSheehy, appeared in person.

Mr. Dickens, in opening the case, said that it had become, owing to the defendant's conduct, absolutely imperative for the plaintiff to bring this action in order to put a stop to a series of virulent libels which the defendant persisted in publishing. Mr. McSheehy was one of those gentlemen who thought apparently that the proper way of conducting his political business was to attack everybody and everything opposed to him. It had been suggested, counsel observed, that when *Pickwick* was published, his father, in his description of Mr. Pott and the *Eatanswill Gazette*, had been guilty of exaggeration. He was glad, however, as his son, to be able to vindicate his position in that respect, because he did not think that Mr. Pott in his most sublime moments could best the language of Mr. McSheehy in the *Walthamstow Reporter*. The worst of the case was that Mr. McSheehy had been given every opportunity to make a full and ample apology before the action was brought, and the action was actually stayed on Mr. McSheehy's promise of money to local clerical and publishing an apology, and Mr. McSheehy, however, after this continued to make serious attacks on Mr. Wilkinson, and with the view of preventing him from obtaining the post of town clerk of Guildford, he published a libellous article which he sent down to the council at Guildford. The defendant now sought to justify the statements for which he had already apologised. Mr. Wilkinson had carried on his business as a solicitor at Walthamstow for a considerable number of years, and Mr. McSheehy published his paper, the *Walthamstow Reporter*, at the same place. Their political views were opposed, and Mr. Wilkinson was a moderate member at the council, while Mr. McSheehy was a Progressive. Mr. McSheehy showed his malevolence by attacking Mr. Wilkinson not only politically, but in matters touching his home. He issued a poster of the contents of the paper in July, 1898, with the words "Mr. Solicitor Wilkinson divorced" in large letters. It appeared that some solicitor of that name had obtained a divorce, but it was quite clear that the defendant intended it to be understood that the defendant was the person indicated. Counsel read the article of February 17, 1899, in which Mr. Wilkinson was described as "a buffoon" and "a blabbering idiot." In October, 1899, a resolution was passed by the district council approving an application to the Board of Trade for a provisional order for tramways. Only 14 members were present, and they voted for the resolution, but the members were not present, as two-thirds of the council were not present, and the resolution was not passed. It was said, however, that the chairman of the council had voted, bringing the number of votes up to 15, which was sufficient. Mr. Wilkinson examined the minutes and found that it did not appear from them that the chairman had voted, and he swore an affidavit to that effect, which he forwarded to the Board of Trade in conjunction with Mr. Danford, another member of the council. There followed

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He used to go in sockless guise, and praise the working man;  
He'd weep about poor labour's woes and for the future plan;  
He'd vow the country soon would be in awful ruin pined,  
And that the prospect was so bad it simply drove him wild.  
But now he laughs at all those fears; has silk hose for his feet—  
You see, he saw the way to turn a little.

Deal in wheat.

It is the way with all of us. The world is very dark,  
When some one else has found the match that makes the obnoxious spark;  
When, some one else is riding, where we simply have to walk.

It causes quite a lot of this wee-and-destruction talk.

But all the way is rosy, and the combs with honey drip.

When some insider shows us how To profit  
By a tip.

—Baltimore American.



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## NOTICE

MRS. A. HARVIE desires to express her heartfelt thanks to all those friends who attended the funeral of her late husband, and for the tokens of esteem and sympathy shown to her in her recent bereavement.

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DIAMOND BROOCHES and RINGS, GOLD BRACELETS, CROSSES, RINGS, SCARF PINS, PEARL RINGS;

Also

6 Dozens of DIAMOND RINGS at \$15.00 up to \$150.00 each;

And

A Quantity of DIAMOND BROOCHES at \$25.00 to \$300.00 each.

Catalogues will be issued.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th December, 1902. [3262]

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Hongkong, 5th December, 1902. [3262]

## NEW ADVERTISEMENT

## PACIFIC MAIL S.S. CO.

## OCCIDENTAL &amp; ORIENTAL S.S. CO.

## TOYO KISEN KAISHA

## (ORIENTAL S.S. CO.)

## CENTRAL PACIFIC,

## UNION PACIFIC,

## AND

## CHICAGO AND NORTH-WESTERN RAILWAYS.

## ALWAYS IN THE LEAD.

## THE SAN FRANCISCO OVER-

## LAND ROUTE.

## THE first line to introduce Dining Cars,

## Vegetable Cars, Steam Heat, Electric

## Light, Buffet, Smoking and Library Cars.

## Tourist Cars on transcontinental trains and

## continues to lead. Is first in equipment; first

## in speed; first in important improvements; first

## in stupendous engineering enterprises; first in

## historic interest; first in scenic attractions.

## IT AGAIN LEADS

## IN REDUCING BY SEVERAL HOURS THE

## TIME OF

## "THE OVERLAND LIMITED"

## SAN FRANCISCO

## TO

## CHICAGO

## MAKING THE RUN

## QUICKER THAN ANY OTHER TRAIN.

## BE SURE YOUR TICKET READS

## OVER THIS ROUTE.

## For full information regarding Steamship

## Passage and Railroad Tickets to all points in

## AMERICA AND EUROPE

## Apply to—

## T. D. MCKAY,

## General Passenger Agent,

## No. 4, Water St., Yokohama, Japan;

## and

## Queen's Building, Hongkong.

## HONGKONG REGATTA, 1902.

## 10th and 11th DECEMBER.

## THE Committees of the Victoria Recreation

## Club and Hong Kong Boat Club request

## the pleasure of the Company of the Ladies of

## Hongkong on WEDNESDAY and THURSDAY,

## the 10th and 11th DECEMBER, at

## 1 P.M., on board the sailing ship "Daylight,"

## which has been kindly placed at the disposal of

## the Committees as a flagship by Captain Reade.

## The Ladies' Prize will be presented by Miss

## Goodman immediately after the race on

## Thursday, the 11th inst., at 3.30 P.M.

## Through the courtesy of Mr. Dixon, the Chief

## Manager of the Hongkong and Whampoa Dock

## Company, Limited, the "Fame" will leave

## Blake Pier on each day at 12.30 P.M., and

## 11.15 P.M., to convey visitors on board the flag-

## ship, leaving the flag ship 10 minutes after the

## last race on each day.

## Admission to the flag ship (Gentlemen) \$1

## each day. Tickets for admission may be obtained

## from the Steward, V.R.C., or Hon. Secretary,

## Hongkong Boat Club.

## By kind permission of Colonel Ironmonger

## and the Officers, the Band of the 33rd Burma

## Infantry will perform each day.

## FRANK W. WHITE,

## Hon. Sec., V.R.C.,

## Hon. Sec., H.K.B.C.

## Hongkong, 4th December, 1902. [3233]

## WANTED.

## A EUROPEAN ASSISTANT experienced

## in Shipping and General Office Work.

## State Salary.

## Apply by letter to—

## No. 101,

## Care of Daily Press Office.

## Hongkong, 2nd December, 1902. [3215]

## WANTED.

## A JUNIOR PORTUGUESE CLERK for

## General Office Work. Must possess

## intelligence and good handwriting.

## Apply by letter to—

## C. B. A.,

## Care of Daily Press Office.

## Hongkong, 2nd December, 1902. [3216]

## WANTED.

## A GENTLEMAN to share a Furn



HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

**DAILY PRESS" OFFICE.**  
The only office in China having European  
taught workmen. Equal to Home Work

## FURNITURE WAREHOUSEMEN

**A CHEE & CO.** Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

## JEWELLERS

**MAISON LEVY HERMANOS.**  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo  
**PHOTOGRAPHER**

**M. MUMETA, JAPANESE ARTIST.**  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Anatomists, No. 8a, Queen's  
Road Central.

## PRINTING

**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

## STOREKEEPERS

**F. BLACKHEAD & CO.**  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants. Sole Agents for  
Hartmann Rahlfon's Genuine Com-  
position Red H. and Brand.

**BISMARCK & CO.** Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

**KWONG SANG & CO.** Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

**MORE & SEIMUND.**  
43 and 45, Des Vaux Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners Composition ("Grey"  
hound Brand) and Bland's  
Spence & Co's Composition.

## WATCHMAKERS

**DROZ & CO.**  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts at moderate rates.

## LADIES' RECREATION CLUB.

## SUBSCRIPTION BALL.

A **SUBSCRIPTION BALL** in aid of the  
funds required for the new full-sized  
Crocquet Lawn will be held at the CITY  
HALL on **TUESDAY, 9th DECEMBER,**  
from 8.30 P.M. to 12.30 A.M.

Transferable Tickets, price \$5 each, to be  
paid for at the time of application, can be  
obtained by any persons by applying to the  
undersigned or to any Member of the Com-  
mittee of the Ladies' Recreation Club.  
There will be a Late Train to the Peak and a  
Late Launch to Kowloon.

## F. A. JUNDERS.

Hong Kong, 26th November, 1902. (2982)  
JUST PUBLISHED—2ND (REVISED)  
EDITION.

**THE FRENCH IN TONKIN  
AND SOUTH CHINA.** By  
ALFRED CUNNINGHAM. Sixty Illustrations  
and One Map. Price \$3.

## ON SALE AT LOCAL BOOKSELLERS.

## PRESS NOTICES.

"This volume places before the English  
reader the best description of the Southern  
French colonies in the Far East that has yet  
appeared."—"SHANGHAI MERCURY."  
"Many of us in the Far East have read  
books on Tonkin, ancient and modern, but a  
knowledge of things as they are there to-day,  
of what has been accomplished under M.  
Doubner's administration is far from common.  
The author has written what he set  
out to do, a very readable and accurate sketch  
of the colony as it is at present. Altogether,  
this is a book to read."—"HONGKONG TIMES."

THE BOOK WILL BE FOUND TO BE A COMPLETE  
GUIDE TO THE HANOI EXPOSITION.

Hongkong, 17th October, 1902. [2776]

## ASK FOR

## CORONATION CUP.

A most delightful Beverage just produced by a  
well-known Firm in Manchester.

## VI-KOLA.

A draught of this stimulating refresher  
brings on quickly a sense of vitality and  
buoyancy that makes life worth living.

## STONE GINGER BEER.

A Celebrated Beverage filled in Patent Codd-  
bottles as to avoid structural contamination  
of any kind, which the eastern bottles  
could not prevent, being decorated in their  
interior surface with a net-work of dirt,  
do, through "scumpling" of common  
workmen, especially Chinese.

Apply to—

## THE ROYAL ERATED WATER

MANUFACTORY OFFICE,  
Telephone 387.

Depot—100 House Street; Telephone 374.  
2984 F. P. DANENBERG, Manager

## NOTICE OF REMOVAL.

**THE PRINTING AND PUBLISHING**  
OFFICES of the undersigned have been  
REMOVED to the Newly-Built Premises at  
the Corner of POTTINGER STREET and  
ES VOUX ROAD.

## NORONHA &amp; CO.

Hongkong, 29th November, 1902. [2926]

## PHENIX FIRE OFFICE

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

**DOUGLAS LAPIERRE & CO.**  
Agents for the Phoenix Fire Office,  
Hongkong, 17th August, 1887. [28]

## INSURANCES

NORTH BRITISH AND MERCANTILE  
FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901.  
£15,722,698.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
Subscribed CAPITAL... £2,750,000 0 0  
PAID-UP CAPITAL... £87,500 0 0  
II. FIRE FUNDS... £2,695,548 5 2

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

**SHEWAN, TOMES & CO.**  
Agents.

Hongkong, 1st July, 1902. [1796]

## SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

**SIEMSEN & CO.**  
Agents.

Hongkong, 16th May, 1892.

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

**SIEMSEN & CO.**  
Agents.

Hongkong, 16th November, 1872.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above  
Company are PREPARED to ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.

**SIEMSEN & CO.**  
Agents.

Hongkong, 29th May 1895 [27]

## GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT FOREIGN AND  
CHINESE RISKS.

**HOTZ, S. JACOB & CO.**  
Agents.

Hongkong, 1st September, 1902. [2327]

## SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

**HOTZ, S. JACOB & CO.**  
Agents.

Hongkong, 2nd April, 1900. [29]

## THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

ASSETS EXCEED TEN MILLIONS STERLING.

The Undersigned having been appointed  
AGENTS are prepared to ACCEPT  
FOREIGN AND CHINESE RISKS against  
FIRE, at Current Rates.

**WM. MEYERINK & CO.**  
Agents.

Hongkong, 3rd June, 1902. [2376]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security... £625,719  
Total Losses Paid... £8,769,240

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE  
at Current Rates.

**WM. MEYERINK & CO.**  
Agents.

Hongkong, 22nd July, 1902. [142]

## WHAT YOU WANT TO KNOW

about a life assur-  
ance company is  
just what you  
would want to know  
about a bank or any  
other institution  
in which you  
thought of investing.

What is the company's earning  
ability as shown by its past  
history?

What is the outlook for future  
dividends as indicated by its  
accumulated surplus?

These two ques-  
tions answered,  
and the rest is of secondary  
importance. Any  
agent of the Equitable  
will answer these questions—  
or any others—to  
your satisfaction.

**F. KIENE,**  
Hongkong Manager,  
EQUITABLE LIFE,  
14, Des Vaux Road.  
Hongkong, 20th October, 1902. [2794]

## NEW YORK LIFE INSURANCE COMPANY.

THE oldest and largest International Life  
Insurance Company in the world.  
Supervised by 32 Governments.

Issues the most liberal and unrestricted  
Policy on earth.

Agents wanted (Foreign and Native).

**HONGKONG BRANCH OFFICE:**  
18, Bank Buildings, Wyndham Street.

**POWELL GRANT,**  
Agency Director.

Hongkong, 12th November, 1902. [2988]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL.

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

**REUTER, BRÜCKELMANN & CO.**  
Agents.

Hongkong, 21st April, 1897. [1118]

## "L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838).

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

**P. LEMAIRE & CO.**  
Agents.

Hongkong, 7th February, 1901. [73]

## CHESS NOTES.

## BY K.Y.Z.

The score in the match for the Club cham-  
pionship between Messrs. Sergeant and De Souza  
now stands at 2 to 1 in favour of the former.

In the third game De Souza played in more  
forcible style than in the two previous encoun-  
ters, and when the game was adjourned on the  
27th had the exchange against an extra pawn.

On resumption he quickly finished the game off.

The score of the second game is given below.

While Herr E. Lasher is touring the United  
States, Mr. H. N. Pillsbury the leading  
American player, is intending to make a long  
stay in England. Mr. F. J. Marshall, another  
prominent American chessmaster, has recently  
fulfilled a month's engagement at the Brad-  
ford Chess Club, Yorkshire, which has just  
attained its fiftieth year, one year less than the  
Huddersfield Club. Chess in Yorkshire seems to  
be exceedingly prosperous just now.

The next Monte Carlo tournament will begin  
on the 1st February, 1903. The preliminary  
circular indicates that two rounds will be played,  
limited to 14 leading masters. Lasker, Teschi-  
gorin, Pillsbury, Marco, Schlochter, Mieses,  
Tarrasch and Maroczy are named as those first  
invited, but why Janowski, the Hanover winner,  
is omitted will be a puzzle to many. There is a  
suggestion of paying a fixed sum for every win  
or draw, the first prize winner to get something  
special. According to the present system one  
man may get a first prize of £20; whilst the  
second prize winner receives £40 or £50 less,  
even if only 4 a point lower. Roughly, some  
such plan as this is suggested. Supposing a  
man wins four games, he gets say £1 per game;  
if he wins six, 30s. per game; if he wins 10,  
£2 or £2.10s. per game; with a much larger  
sum, say £5 per game, to the leader, who might  
score 20 or more if there are 14 entries.

Teichmann, who is the strongest professional  
player now resident in England, has been so  
unlucky in connection with his eye-trouble,  
which has sent him several times to ophthalmic  
hospitals, that all chess players will be glad to  
hear that the late Mr. E. B. Schwann left him  
a legacy of £200.

One of the latest chess clubs to be founded is  
one at Levenka, Fiji.

During Pillsbury's visits to Hamburg, Berlin,  
Vienna, Budapest, Breslau, and Munich, of 79  
blindfold games he won 53, lost 13 and drew  
13. The following pretty game (for which we  
are indebted to To-Day), is one of 13  
played recently by him simultaneously blindfold—

White. Black.

1 P-K4 P-K4 2 P-K4 P-K4

3 P-K4 P-K4 4 P-K4 P-K4

5 P-K4 P-K4 6 P-K4 P-K4

7 P-K4 P-K4 8 P-K4 P-K4

9 P-K4 P-K4 10 P-K4 P-K4

11 P-K4 P-K4 12 P-K4 P-K4

13 P-K4 P-K4 14 P-K4 P-K4

15 P-K4 P-K4 16 P-K4 P-K4

17 P-K4 P-K4 18 P-K4 P-K4

19 P-K4 P-K4 20 P-K4 P-K4

21 P-K4 P-K4 22 P-K4 P-K4

23 P-K4 P-K4 24 P-K4 P-K4

25 P-K4 P-K4 26 P-K4 P-K4

27 P-K4 P-K4 28 P-K4 P-K4

29 P-K4 P-K4 30 P-K4 P-K4

31 P-K4 P-K4 32 P-K4 P-K4

33 P-K4 P-K4 34 P-K4 P-K4

35 P-K4 P-K4 36 P-K4 P-K4

37 P-K4 P-K4 38 P-K4 P-K4

39 P-K4 P-K4 40 P-K4 P-K4

41 P-K4 P-K4 42 P-K4 P-K4

43 P-K4 P-K4 44 P-K4 P-K4

45 P-K4 P-K4 46 P-K4 P-K4

47 P-K4 P-K4 48 P-K4 P-K4

49 P-K4 P-K4 50 P-K4 P-K4

51 P-K4 P-K4 52 P-K4 P-K4

53 P-K4 P-K4 54 P-K4 P-K4

55 P-K4 P-K4 56 P-K4 P-K4

57 P-K4 P-K4 58 P-K4 P-K4

59 P-K4 P-K4 60 P-K4 P-K4

61 P-K4 P-K4 62 P-K4 P-K4

63 P-K4 P-K4 64 P-K4 P-K4

65 P-K4 P-K4 66 P-K4 P-K4

67 P-K4 P-K4 68 P-K4 P-K4

69 P-K4 P-K4 70 P-K4 P-K4

71 P-K4 P-K4 72 P-K4 P-K4

73 P-K4 P-K4 74 P-K4 P-K4

75 P-K4 P-K4 76 P-K4 P-K4

77 P-K4 P-K4 78 P-K4 P-K4

79 P-K4 P-K4 80 P-K4 P-K4

81 P-K4 P-K4 82 P-K4 P-K4

83 P-K4 P-K4 84 P-K4 P-K4

85 P-K4 P-K4 86 P-K4 P-K4

87 P-K4 P-K4 88 P-K4 P-K4

89 P-K4 P-K4 90 P-K4 P-K4

91 P-K4 P-K4 92 P-K4 P-K4

93 P-K4 P-K4 94 P-K4 P-K4

95 P-K4 P-K4 96 P-K4 P-K4

97 P-K4 P-K4 98 P-K4 P-K4

99 P-K4 P-K4 100 P-K4 P-K4

101 P-K4 P-K4 102 P-K4 P-K4

103 P-K4 P-K4 104 P-K4 P-K4

105 P-K4 P-K4 106 P-K4 P-K4

107 P-K4 P-K4 108 P-K4 P-K4

109 P-K4 P-K4 110 P-K4 P-K4

111 P-K4 P-K4 112 P-K4 P-K4

113 P-K4 P-K4 114 P-K4 P-K4

115 P-K4 P-K4 116 P-K4 P-K4

117 P-K4 P-K4 118 P-K4 P-K4

119 P-K4 P-K4 120 P-K4 P-K4

121 P-K4 P-K4 122 P-K4 P-K4

123 P-K4 P-K4 124 P-K4 P-K4

125 P-K4 P-K4 126 P-K4 P-K4

127 P-K4 P-K4 128 P-K4 P-K4

129 P-K4 P-K4 130 P-K4 P-K4

131 P-K4 P-K4 132 P-K4 P-K4

133 P-K4 P-K4 134 P-K4 P-K4

135 P-K4 P-K4 136 P-K4 P-K4

137 P-K4 P-K4 138 P-K4 P-K4

139 P-K4 P-K4 140 P-K4 P-K4

141 P-K4 P-K4 142 P-K4 P-K4

143 P-K4 P-K4 144 P-K4 P-K4

145 P-K4 P-K4 146 P-K4 P-K4

147 P-K4 P-K4 148 P-K4 P-K4

149 P-K4 P-K4 150 P-K4 P-K4

151 P-K4 P-K4 152 P-K4 P-K4

153 P-K4 P-K4 154 P-K4 P-K4

155 P-K4 P-K4 156 P-K4 P-K4

157 P-K4 P-K4 158 P-K4 P-K4

159 P-K4 P-K4 160 P-K4 P-K4

161 P-K4 P-K4 162 P-K4 P-K4

163 P-K4 P-K4 164 P-K4 P-K4

165 P-K4 P-K4 166 P-K4 P-K4

167 P-K4 P-K4 168 P-K4 P-K4

169 P-K4 P-K4 170 P-K4 P-K4

171 P-K4 P-K4 172 P-K4 P-K4

173 P-K4 P-K4 174 P-K4 P-K4

175 P-K4 P-K4



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	PARRAMATTA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	PELUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst.
LONDON	ANTHONY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM & LONDON	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM & LONDON	TANALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
LIVERPOOL DIRECT	ALCIBIUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst.
MARSEILLES, HAVRE, CHAGRE, & BALTIC PORTS	PRINCESS MARIE	Brit. str.	—	Berentzen	MELCHERS & CO.	On 20th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	E. Spicer, R.N.R.	P. & O. S. N. Co.	Quick despatch.
MARSEILLES, LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	INDUS	Brit. str.	—	Duchateau	MESSAGERIES MARITIMES	On 13th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP	TEENAT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SADO MARU	Jap. str.	—	J. B. MacMillan	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
BREMEN, via Ports of Call.	KLAUSCHOU	Ger. str.	2 m.	P. Luedschloss	MELCHERS & CO.	On 10th inst., at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Borek	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Jaburg	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	Bahle	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	Binzer	HAMBURG-AMERIKA LINIE	On 10th inst.
GENOA, LONDON & ANTWERP	C. FELD, LAEISE	Brit. str.	—	Fuchs	GIBB, LIVINGSTON & CO.	On 24th inst.
GENOA, LONDON & ANTWERP	BRASSBURG	Brit. str.	—	Wallace	GIBB, LIVINGSTON & CO.	On or about 10th inst.
NAPLES, LONDON & LIVERPOOL	HYSON	Brit. str.	—	Madsen	HAMBURG-AMERIKA LINIE	On 31st inst.
TRIESTE, &c., via SINGAPORE, &c.	VINDOBONA	Brit. str.	—	Cobol	BUTTERFIELD & SWIRE	On 22nd inst.
NEW YORK, via PORTS & SUEZ CANAL	ORONO	Brit. str.	—	Schneerschmidt	DODWELL & CO., LD.	On 13th inst., P.M.
NEW YORK, via PORTS & SUEZ CANAL	ADRIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 17th inst., at Noon.
NEW YORK, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 27th inst.
YANCOUVER, &c., via NAGASAKI, KOBE & YOKOHAMA	NINGCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
YANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 27th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	GLINOLE	Brit. str.	—	G. E. Warner	DODWELL & CO., LD.	On 18th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	—	T. L. Pyne	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
PORTLAND, OREGON	SHINANO MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 14th inst.
AUSTRALIAN PORTS	INDRANATHA	Brit. str.	2 m.	R. F. Charn	POSTLAND & ASIATIC S.S. CO.	To-day.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	On 12th inst., at Daylight.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KANASO MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 1st January, at 4 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CANTON	Brit. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 14th inst.
NAGASAKI, KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Jan., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	TANBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
YAWATA MARU	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
SHANGHAI	VALETTA	Brit. str.	2 m.	W. B. Palmer, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	KORBA	Rus. str.	—	Pernitz	BUTTERFIELD & SWIRE	On or about 6th inst.
SHANGHAI, PORT ARTHUR & VLADIVOSTOK	PAHOI	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	Quick despatch.
NINGPO & SHANGHAI	DAIJI MARU	Jap. str.	1 m.	T. Goto	OSAKA SHOSHEN KAISHA	On 8th inst.
TAMSU, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 7th inst.
FOOCHOW, via SWATOW & AMOY	KWANGHANG	Brit. str.	2 m.	—	JARDINE, MATHESON & CO.	On 17th inst.
AMOI, SAMARANG & SOERABAYA	LOONGSANG	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	On 15th inst.
MANILA	YUENSANG	Brit. str.	—	Rolfe	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA, via AMOY	ROHILA MARU	Jap. str.	2 m.	Bishop	MITSU BUSSAN KAISHA	On 8th inst., at 4 P.M.
MANILA DIRECT	ZAFIRO	Brit. str.	—	R. Rodger	SHREWAN, TOMES & CO.	On 24th inst., at Noon.
MANILA DIRECT	RUMI	Brit. str.	—	R. W. Almond	SHREWAN, TOMES & CO.	On 10th inst., at Noon.
SINGAPORE, PENANG, COLOMBO & BOMBAY	TIENTSIN	Brit. str.	2 m.	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 17th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On or about 8th inst.
BOMBAY, via SINGAPORE & PENANG	CAPEI	Ital. str.	—	Belsito	CARLOWITZ & CO.	To-day, at Noon.

## SHIPPING.

**ARRIVALS.**  
Dec. 3, CHIMWI, British str., 1,143, McKey.  
Wuhan and Chingkiang 29th Nov., General.  
BUTTERFIELD & SWIRE.

Dec. 3, MAUSUNG, British str., 1,644, W. D. Welsh, Sampan 27th Nov., Timber and General.—JARDINE, MATHESON & CO.

Dec. 4, ADMIRAL NAKIMOFF, Russian cruiser, 8,000, Stenmann, Nagasaki 30th November.

Dec. 4, ARSATON APCAR, British str., 2,931, A. Stewart, Calcutta 10th Nov., General.—D. SARGENT & CO., LD.

Dec. 4, BENLUDI, British str., 1,493, D. Clark, London and Singapore 25th Nov., General.

Dec. 4, GIBB, LIVINGSTON & CO. German str., 771, G. Schickler, Happony 1st Dec., Rice and Sugar.—JERVIS & CO.

Dec. 4, DAGMAR, Norw. str., 283, A. Salvesen, Amoy 2nd Dec., Ballast.—ORDEN.

Dec. 4, DAIJIN MARU, Japanese str., 80, T. Ogata, Tamsui 1st Dec., General.—OSAKA SHOSHEN KAISHA.

Dec. 4, HAILAN, French str., 377, Andersen, Hoihow 2nd Dec., General.—A. R. MAURY.

Dec. 4, HANYANG, British str., 1,997, Jameson, Chingkiang 30th Nov., General.—BUTTERFIELD & SWIRE.

Dec. 4, HILL, U.S. gunboat, 1,600, Ingescoll, Amoy 2nd Dec.

Dec. 4, KATSUTAMA MARU, Japanese str., from Canton.

Dec. 4, KENTUCKY, U.S. battleship, 11,500, Stockton, Amoy 2nd Dec.

Dec. 4, KONGWAT, German steamer, 1,145, S. Lewis, Amoy 2nd Dec., Rice and Wood.—A. R. HERS & CO.

Dec. 4, KOREA, American str., 5,651, W. B. Salway, San Francisco 7th Nov., Mails and General.—P. M. S. S. CO.

Dec. 4, KOWLOON, German str., from Canton.

Dec. 4, KWEIYANG, British str., 1,962, G. Hooker, Tientsin 23rd Nov., General.—BUTTERFIELD & SWIRE.

Dec. 4, LAOR, Norwegian str., from Canton.

Dec. 4, PATRACH, German str., from Canton.

Dec. 4, ROHILA MARU, Japanese str., 3,889, Bishop, Manila 2nd Dec., General.—M. B. KAISHA.

Dec. 4, SATURN, U.S. transport, 1,674, J. H. Scrivener, Amoy 3rd Dec., Coal.

Dec. 4, SHANTUNG, German str., 1,900, M. Engelhart, Shanghai 1st Dec., General.—Geo. McLEAN.

Dec. 4, TAIPEI, German str., 720, Michelson, Bangkok 26th Nov., Rice.—MEYER & CO.

Dec. 4, VICKSBURG, U.S. gunboat, 1,000, Barry, Amoy 2nd Dec.

## CLEARANCES.

At the Harbour Master's Office.  
4th December.

Chimwi, British str., for Canton.  
Hanyang, British str., for Swatow.

Hong Bee, British str., for Canton.  
Kowloon, German str., for Chingkiang.

Kentucky, British str., for Canton.  
Lina, Norwegian str., for Karatza.

Shalana Maru, Japanese str., for Moji.

## DEPARTURES.

4th December.  
BOMBAY, British str., for Shanghai.

BUTTERFIELD & SWIRE, British str., for Hongkong.

## VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG."

Captain Weigall, will be despatched as above TO DAY, the 5th inst., at 4 P.M. This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 2nd December, 1902. 13225

## CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Underwriter.

NEXT SAILINGS.

"CHANGSHA" leaves on 5th December.

"CHINGTU" " " 25th December.

"TAIYUAN" " " 24th January.

"TIENTSIN" " " 16th February.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Daily qualified European Surgeons on board.

BUTTERFIELD & SWIRE

AGENTS

CHINA NAVIGATION CO., LD.

Hongkong, 15th November, 1902. 1981

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MESSINA, NAPLES, LECORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPEI"

Captain Belsito, will be despatched as above on FRIDAY, the 12th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 30th November, 1902. 4

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service between CALCUTTA and SINGAPORE.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAGOSHIMA MARU BOMBAY, via SINGAPORE and Ceylon, 5th Dec. at Noon.

K. Kori

KANAGAWA MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID, SATURDAY, 13th Dec. at DAYLIGHT.

J. MacKenzie

TAMBA MARU NAGASAKI, KOBE and YOKOHAMA, TUESDAY, 16th Dec. at DAYLIGHT.

J. W. Wale

KINSHU MARU VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA, TUESDAY, 16th Dec. at 4 P.M.

T. L. Pyne

SADO MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID, SATURDAY, 27th Dec. at DAYLIGHT.

J. B. MacMillan

YAWATA MARU NAGASAKI, KOBE and YOKOHAMA, SATURDAY, 27th Dec. at Noon.

A. E. Moses

SHINANO MARU VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA, TUESDAY, 30th Dec. at 4 P.M.

M. J. Currow

KUMANO MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY, 1st Jan. at 4 P.M.

E. W. Haswell

SANUKI MARU KOBE and YOKOHAMA, FRIDAY, 2nd Jan. at DAYLIGHT.

W. Townsend

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager.

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alterations.)

R.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 17th Dec.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 31st Dec. 1902.

R.M.S. "EMPRESS OF CHINA" 6,000 Tons. WEDNESDAY, 14th Jan.

R.M.S. "EMPRESS OF INDIA" 6,000 Tons. WEDNESDAY, 11th Feb.

R.M.S. "TAIYAR" 4,425 Tons. WEDNESDAY, 25th Feb.

R.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th Mar.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 18th Mar.

R.M.S. "EMPRESS OF CHINA" 6,000 Tons. WEDNESDAY, 1st April.

R.M.S. "EMPRESS OF INDIA" 6,000 Tons. WEDNESDAY, 22nd April.

R.M.S. "TAIYAR" 4,425 Tons. WEDNESDAY, 6th May.

R.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th May.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 14 DAYS (TAIYAR) or 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guides, Booklets, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pedder Street.

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## NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH



## OCEAN STEAM SHIP COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"TYDEUS"	On 15th December.
GLASGOW and LIVERPOOL.	"TELEMACHUS"	On 31st December.
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 8th January.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
AMSTERDAM and LONDON.	"TANTALUS"	On 9th December.
LIVERPOOL DIRECT.	"ALCINOUS"	On 13th December.
(Taking Cargo at London Rates)	"ALCINOUS"	On 13th December.
AMSTERDAM and LONDON.	"ULYSSES"	On 23rd December.
LONDON.	"PELEUS"	On 6th January.
LIVERPOOL.	"ANTENOR"	On 20th January.
(Taking Cargo at London Rates)	"TYDEUS"	On 20th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong 3rd November, 1902.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"OOPACK"	On 19th December.
GLASGOW and LIVERPOOL.	"NINGCHOW"	On 25th December.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, HAVRE, LON- DON and ANTWERP.	"TEENKAI"	On 20th December.
NAPLES, LEGHORN and LIVERPOOL.	"HYSON"	On 22nd December.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VANCOUVER and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd December, 1902.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MEL- BOURNE.	"CHANGSHA"	On 5th December.
SHANGHAI.	"WHAMPOA"	On 6th December.
NINGPO and SHANGHAI.	"PAKHOI"	On 8th December.
AMOI, SAMARANG and SOERABAYA.	"KWEIYANG"	On 15th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th December, 1902.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW	"DAIIN MARU"	SUNDAY, 7th
AND AMOI	"T. OGATA"	December.
TAMSAI, VIA SWATOW	"DAIIN MARU"	SUNDAY, 14th
AND AMOI	"T. W. GORDON"	December.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 17th
AND AMOI	"I. Goro"	December.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central, Hongkong, 4th December, 1902.

T. ARIMA, Manager.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and ships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct	10th Dec., at Noon.
RUBI	2540	R. W. Almond	do	17th Dec., at Noon.
DIAMANTE	1980	A. H. Noddy	do	do
PELA	1980	J. McGilvray	do	do

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 4th December, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOTI, KOBE		
STEAMSHIP	TONS	CAPTAIN
"INDRASAMHA"	5,197	R. P. Craven
"INDRAVELLI"	4,899	W. C. Craven

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through-rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 26th November, 1902.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOI.  
The Company's Steamship

"YUENSANG"  
Captain Rolfe, will be despatched as above on MONDAY, the 8th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light, and Carries a Doctor.

For Freight, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 3rd December, 1902.

## THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR  
AND VLADIVOSTOK.

"KOREA"  
Captain Pernitz, will be ready to load here on MONDAY, the 15th December, for the above ports, and will have quick despatch.

For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 27th November, 1902.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FERRAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"PARHAMATTA"  
Captain F. J. Fox, carrying H.M. Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 6th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Slippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 24th November, 1902.

TOYO KISEN KAISHA.  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA IN  
48 HOURS.

THE Company's well-known Steamship

"ROHILLA MARU"  
3,860 Tons, Captain Bishop, will be despatched for MANILA on MONDAY, the 8th inst., at 3 P.M.

To be followed by the "ROSETTA MARU," on or about the 13th inst.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Prince's Buildings, Ice House Street,  
Hongkong, 3rd December, 1902.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.  
THE Steamship

"BENMOHE,"  
Captain Wallace, will be despatched as above on or about the 10th December.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 26th November, 1902.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
1902.

"ORONO" ... About 10th Dec.

"CROYDON" ... 20th Dec.

"MOGUL" ... 3rd Jan.

"HINDUSTAN" ... 15th Jan.

"MAODUFF" ... To follow.

"SHIMOSA" ... To follow.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 2nd December, 1902.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at MANILA, PORT DARWIN, and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"EMPIRE,"  
Captain McArthur, will be despatched as above on FRIDAY, the 12th December, at DAY-  
LIGHT.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 5th December, 1902.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M. the Company's Steamship "INDUS" Captain Duchateau, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 14th December. (Parcels are not to be sent on board; they must be at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 3rd December, 1902.

## VESSELS ON THE BEACH

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR MARSEILLE, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINSESSE MARIE,"  
Captain Berntsen, due here about the 10th inst., will have quick despatch as above.

For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 2nd December, 1902.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AMERICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, YEMEN and ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA,"  
Captain Cololi, will be despatched at above on THURSDAY, the 18th December, P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents.

Princes' Buildings,  
Hongkong, 29th November, 1902.

NOT RESPONSIBLE FOR DEBTS.

NITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

DAYLIGHT, British 4-m. barque, James Roade.  
—Standard Oil Co.

MANUEL LLANO, American ship, Nichols.  
—Standard Oil Co.

NOTICE TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF"  
FROM GLASGOW, LIVERPOOL AND STRAITS.

With s.s. HINDUSTAN's Cargo from New York transhipped at Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, 29th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th December will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 8th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th December, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,  
Agents.

Hongkong, 29th November, 1902.

STEAMSHIP "TONKIN"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp, and Havre ex s.s. Memphis, and from Bordeaux ex s.s. Ville de Combray, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-day, 30th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Saturday, the 6th prox., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th prox., or they will not be recognised.

All damaged packages will be examined on Saturday, the 6th prox., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th November, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BOMBAY"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong Godowns at Kowloon Wharf and Godown Company, Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, the 2nd inst.

Goods not cleared by the 5th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative, at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd December, 1902.

## OCEAN STEAMSHIP COMPANY, LD.

CONSIGNEES per Company's Steamer

"PELEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd December, 1902.

CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 8th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 8th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st December, 1902.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE  
AND KYNOK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 55SG. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT & CO.  
Hongkong, 28th November, 1902.

BUDWEISER  
BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND  
QUALITY  
IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,  
Sole Agents.



